

In the Claims:

1. (Currently Amended) A tire noise reducing system comprising  
a wheel rim,  
a pneumatic tire ~~to be~~ mounted on the wheel rim to form an annular tire hollow, and  
a noise damper ~~to be~~ disposed in the annular tire hollow, wherein  
the noise damper is a foamable liquid under use conditions and ~~includes an emulsion of an elastomer and a surfactant, and the noise damper~~ has a certain volume ~~being capable of changing~~ which changes the cross sectional area of the annular tire hollow irregularly in the circumferential direction during rotating so as to irregularly change the resonant mode and reduce noise  
wherein the noise damper is an emulsion of at least one kind of elastomer and an injection volume of the noise damper is in a range of 0.001 to 0.6 times the volume of the tire hollow, and ratio v2/v1 of the foamed volume v2 to the unfoamed volume v1 of the noise damper is in a range of from 1.5 to 500.
2. (Cancelled)
3. (Cancelled)

4. (Cancelled)

5. (Cancelled)

6. (Cancelled)

7. (Cancelled)

8. (Cancelled)

9. (Previously Amended) The tire noise reducing system according claim 1, which further comprises an apparatus for injecting the foamable liquid damper into the tire hollow, the apparatus comprises

a container for the foamable liquid damper,

a high-pressure gas source to let the foamable liquid damper from the container, and

a nozzle for discharging a mixture of the liquid damper and high-pressure gas to be injected into the tire hollow.

10. (Original) The tire noise reducing system according to claim 9, wherein

said apparatus comprises

a passageway for high-pressure gas which extends from the high-pressure gas source to the container and is opened in the lower part of the inside of the container so as to open in the foamable liquid damper, and

a passageway for said mixture of the liquid damper and high-pressure gas which extends from the discharging nozzle into the inside of the container so as to open above the liquid level of the foamable liquid damper.

11. (Original) The tire noise reducing system according claim 9, wherein said apparatus comprises

*C1*  
a spray chamber, in which a spray nozzle and a gas nozzle are disposed, and to which said discharging nozzle is opened,

a passageway for the liquid damper which extends from the spray nozzle into the inside of the container and is opened in the lower part of the container so as to open in the foamable liquid damper, and

said gas nozzle connected to the high-pressure gas source and opened so as to blow high-pressure air against the spray nozzle.

12. (Original) The tire noise reducing system according claim 9, wherein

said high-pressure gas source is a liquefied gas

said container contains the liquid damper and said liquefied gas, said apparatus comprises a passageway for a mixture of the liquid damper and liquefied gas which extends from said discharging nozzle into the inside of the container and is opened in the lower part of the container.

13. (Cancelled)

14. (Cancelled)

15. (Cancelled)

16. (New) The tire noise reducing system according to claim 1, wherein said elastomer is one of nitrile butadiene rubber, styrene butadiene rubber, butyl rubber, natural rubber and isoprene rubber.

17. (New) A tire noise reducing system comprising  
a wheel rim,  
a pneumatic tire mounted on the wheel rim to form an annular tire hollow,  
and  
a noise damper disposed in the annular tire hollow, wherein

the noise damper is a foamable liquid under use conditions and has a certain volume which changes the cross sectional area of the annular tire hollow irregularly in the circumferential direction during rotating so as to irregularly change the resonant mode and reduce noise

wherein the noise damper is a rubber latex and an injection volume of the noise damper is in a range of 0.001 to 0.6 times the volume of the tire hollow, and ratio  $v_2/v_1$  of the foamed volume  $v_2$  to the unfoamed volume  $v_1$  of the noise damper is in a range of from 1.5 to 500.

18. (New) The tire noise reducing system according to claim 17, wherein said rubber latex is a latex of at least one kind of elastomer selected from the group consisting of nitrile butadiene rubber, styrene butadiene rubber, butyl rubber, natural rubber and isoprene rubber.

19. (New) A tire noise reducing system comprising  
a wheel rim,  
a pneumatic tire mounted on the wheel rim to form an annular tire hollow,  
and  
a noise damper disposed in the annular tire hollow, wherein  
the noise damper is a foamable liquid under use conditions and has a certain

volume which changes the cross sectional area of the annular tire hollow irregularly in the circumferential direction during rotating so as to irregularly change the resonant mode and reduce noise

wherein the noise damper is a foamy water solution of at least one kind of surfactant and an injection volume of the noise damper is in a range of 0.001 to 0.6 times the volume of the tire hollow, and ratio  $v_2/v_1$  of the foamed volume  $v_2$  to the unfoamed volume  $v_1$  of the noise damper is in a range of from 1.5 to 500.

20. (New) A tire noise reducing system comprising  
a wheel rim,  
a pneumatic tire mounted on the wheel rim to form an annular tire hollow,  
and

a noise damper disposed in the annular tire hollow, wherein  
the noise damper is a foamable liquid under use conditions and has a certain volume which changes the cross sectional area of the annular tire hollow irregularly in the circumferential direction during rotating so as to irregularly change the resonant mode and reduce noise

wherein the noise damper is a foamy water solution of at least one kind of surfactant and includes a foam stabilizer and an injection volume of the noise damper is in a range of 0.001 to 0.6 times the volume of the tire hollow, and ratio

$v_2/v_1$  of the foamed volume  $v_2$  to the unfoamed volume  $v_1$  of the noise damper is in a range of from 1.5 to 500.

21. (New) The tire noise reducing system according to claim 20, wherein said foam stabilizer is at least one kind of protein selected from the group consisting of amides, hydroxylammonium, amine oxide, fatty acid polyhydric alcohol ester and albumin.

22. (New) The tire noise reducing system according to claim 20, wherein said foam stabilizer is at least one of hydrophilic macromolecular substances.

23. (New) The tire noise reducing system according claim 17, which further comprises an apparatus for injecting the foamable liquid damper into the tire hollow, the apparatus comprises

a container for the foamable liquid damper,

a high-pressure gas source to let the foamable liquid damper from the container, and

a nozzle for discharging a mixture of the liquid damper and high-pressure gas to be injected into the tire hollow.

24. (New) The tire noise reducing system according to claim 23, wherein said apparatus comprises

a passageway for high-pressure gas which extends from the high-pressure gas source to the container and is opened in the lower part of the inside of the container so as to open in the foamable liquid damper, and

a passageway for said mixture of the liquid damper and high-pressure gas which extends from the discharging nozzle into the inside of the container so as to open above the liquid level of the foamable liquid damper.

25. (New) The tire noise reducing system according claim 23, wherein said apparatus comprises

a spray chamber, in which a spray nozzle and a gas nozzle are disposed, and to which said discharging nozzle is opened,

a passageway for the liquid damper which extends from the spray nozzle into the inside of the container and is opened in the lower part of the container so as to open in the foamable liquid damper, and

said gas nozzle connected to the high-pressure gas source and opened so as to blow high-pressure air against the spray nozzle.

26. (New) The tire noise reducing system according claim 23, wherein

said high-pressure gas source is a liquefied gas

said container contains the liquid damper and said liquefied gas,

said apparatus comprises a passageway for a mixture of the liquid damper and liquefied gas which extends from said discharging nozzle into the inside of the container and is opened in the lower part of the container.

27. (New) The tire noise reducing system according claim 19, which further comprises an apparatus for injecting the foamable liquid damper into the tire hollow, the apparatus comprises

a container for the foamable liquid damper,

a high-pressure gas source to let the foamable liquid damper from the container, and

a nozzle for discharging a mixture of the liquid damper and high-pressure gas to be injected into the tire hollow.

28. (New) The tire noise reducing system according to claim 27, wherein said apparatus comprises

a passageway for high-pressure gas which extends from the high-pressure gas source to the container and is opened in the lower part of the inside of the container so as to open in the foamable liquid damper, and

a passageway for said mixture of the liquid damper and high-pressure gas which extends from the discharging nozzle into the inside of the container so as to open above the liquid level of the foamable liquid damper.

29. (New) The tire noise reducing system according claim 27, wherein said apparatus comprises

a spray chamber, in which a spray nozzle and a gas nozzle are disposed, and to which said discharging nozzle is opened,

a passageway for the liquid damper which extends from the spray nozzle into the inside of the container and is opened in the lower part of the container so as to open in the foamable liquid damper, and

said gas nozzle connected to the high-pressure gas source and opened so as to blow high-pressure air against the spray nozzle.

30. (New) The tire noise reducing system according claim 27, wherein said high-pressure gas source is a liquefied gas  
said container contains the liquid damper and said liquefied gas,  
said apparatus comprises a passageway for a mixture of the liquid damper and liquefied gas which extends from said discharging nozzle into the inside of the container and is opened in the lower part of the container.

31. (New) The tire noise reducing system according claim 20, which further comprises an apparatus for injecting the foamable liquid damper into the tire hollow, the apparatus comprises

a container for the foamable liquid damper,

a high-pressure gas source to let the foamable liquid damper from the container, and

a nozzle for discharging a mixture of the liquid damper and high-pressure gas to be injected into the tire hollow.

32. (New) The tire noise reducing system according to claim 31, wherein said apparatus comprises

a passageway for high-pressure gas which extends from the high-pressure gas source to the container and is opened in the lower part of the inside of the container so as to open in the foamable liquid damper, and

a passageway for said mixture of the liquid damper and high-pressure gas which extends from the discharging nozzle into the inside of the container so as to open above the liquid level of the foamable liquid damper.

33. (New) The tire noise reducing system according claim 31, wherein said

apparatus comprises

a spray chamber, in which a spray nozzle and a gas nozzle are disposed, and to which said discharging nozzle is opened,

a passageway for the liquid damper which extends from the spray nozzle into the inside of the container and is opened in the lower part of the container so as to open in the foamable liquid damper, and

    said gas nozzle connected to the high-pressure gas source and opened so as to blow high-pressure air against the spray nozzle.

34. (New) The tire noise reducing system according claim 31, wherein  
said high-pressure gas source is a liquefied gas

    said container contains the liquid damper and said liquefied gas,

    said apparatus comprises a passageway for a mixture of the liquid damper and liquefied gas which extends from said discharging nozzle into the inside of the container and is opened in the lower part of the container.